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[433]

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Hongkong, 4th December, 1907. [444]

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[495] THE MANAGER.

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LONDON OFFICE: 13, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 22ND, 1909.

THE Unofficial Members of Council as well as the Government have been well abused during the past few days in connection with the passage of the new Liquor Tax, but now that the excitement has cooled off somewhat, the public are beginning to realise that the change which the Law makes in the character of the port will not be so alarming as was at first anticipated—and as indeed there were substantial reasons for anticipating from the measure as it was originally drafted. Material changes were made in the second and third drafts of the Bill, but it is very evident from the nature of the criticisms which have been passed, especially on the action of the Unofficial Members, that the public have failed to grasp the value of the changes made in the Bill. The Unofficial Members were not dragged, nor were they inveigled by the adroitness and tact of H.E. THE GOVERNOR, into accepting a measure which, when it was first introduced, the Hon. Mr. MURRAY STEWART said "staggered" him, and it will perhaps be useful if in simple justice to the Unofficial Members and in the interests of a correct appreciation of the measure by the public we enter into an explanation which may be made the plainer if we base it upon an extract from the speech delivered in Council on the 16th inst. by the Hon. Mr. STEWART, who after dwelling on the fact that it went against the grain with him to witness the institution of the smallest Customs service, said—

When I read the version of this Bill which reached me last Thursday evening—the evening before the first reading took place—I was staggered to find that the Government proposed to arrogate to themselves powers under which a complete Customs service could be established. How extensive these powers were does not seem to have been fully realised in some quarters. Under them Customs stations could have been established at every wharf in the harbour, in every by in the coastlines, and on every road leading into the Colony. Passengers landing from any steamer could have been held up as arrested without warrant if they objected to open luggage at the bidding of any revenue officer, who might be a Chinese talking no English. And not only could such an officer have so held up any passenger landing, he would have been equally formidable, when after landing, the passenger might reasonably have imagined himself safe in the bow of the Colony. According to Clause 31 in that version of the Bill, any person landing or being about to land or having recently landed from any ship or entering or having recently entered the Colony by land shall, on demand by any revenue or police officer, permit his baggage to be searched, etc. Having recently landed! This meant that none of these huge trucks of luggage which are man-hauled up to the doors of our leading hotels in the travelling season would be safe from the danger of being arrested by any Indian constable or Chinese hukong whose suspicions might fasten on the sardonic trunk of some American globe-trotter, probably an elderly total abstainer from a prohibitive State. (Laughter.) The phrasing of Clause 32 was similarly open to objection. Clause 34 gave power to any revenue officer to arrest anyone without warrant on suspicion of his having in his possession any dutiable liquor, and 35 gave the right of domiciliary search on the warrant of a single J. P. Altogether these clauses seemed to leave nothing of our former liberties beyond what the Government might be pleased to allow us to enjoy on sufferance. Having agreed, after much painful heart-scrubbing, to the surrender of the port's freedom to the extent of a most carefully measured inch, immediately the Government announced an ell. And as a humble representative of the public I felt bound to protest.

With what result? We have seen it represented that when it came to suggesting practical amendments to the provisions dealing with these innovations "the noble spirit of vituperation" had spent itself and the hon. member's voice was hushed and still. Now this is a grievous misrepresentation, for a careful comparison of the draft Bill with the Ordinances as it was passed will show that the protest of the hon member was effectual in every instance. There is no provision under the Ordinance as passed by which "Customs stations could have been established at every wharf in the harbour, in every bay on the coast line and on every road leading to the Colony." There really is, indeed, no excuse for such wilful misrepresentation as that to which we have alluded; for the Government had announced various modifications including the deletion of Clause 30 (which gave the Governor-in-Council power to study the Colony with Customs House), and moreover the Hon. Mr. STEWART drew attention to this fact in the very speech which has formed the subject of criticism. We hold no brief for Mr. STEWART and we do not regard the matter simply in the light of an injustice to the Unofficial Members, but after what we have said it will be admitted that the public's representatives on the Council certainly can complain of being misrepresented—as to provoke the ridicule or contempt of the community when they are justly entitled to public gratitude for the valuable services they have rendered. We may well add to this some acknowledgement of the conciliatory spirit in which their representations were met by the Government. We cannot have an import tax, of course, without machinery for its collection as well as for the protection of the revenue from evasion; but we believe that in the new Ordinance the Colony has secured itself—thanks to the labours of the Unofficial Members of the Council—from the terrors of a Customs service as we knew it in most countries of the world. We may add that not the least important among the changes introduced into the Ordinance at the solicitation of the Unofficial Members is clause 31 which provides that no search of goods or baggage shall be made unless there is "reasonable cause" to suspect that such goods or baggage contain dutiable liquors or dutiable spirits.

The French cruiser *Alger* was at Chemulpo on the 10th inst.

Lord Kitchener is bringing with him to China and Japan Captain Fitzgerald, lately his Assistant Military Secretary.

The boycott directed against Japan, according to the Peking *Chi Pao*, is assuming a serious aspect in Tientsin.

The Board of Revenue, according to a Peking contemporary, has decided to send a Commission to England to study financial matters.

Mr. Etaki, the Japanese Consul-General at Shanghai, who has just been recalled to Tokyo, will probably be appointed Consul-General at Canton.

Major-General Broadwood, C.B., arrived in Japan by the *Siberia* from San Francisco, on the 10th inst. The General is due in Hongkong this week.

New premises for the Chartered Bank of India, Australia and China have been built at Bangkok, and were formally opened on the 6th inst. by H. R. H. the Siam Minister of Finance.

The typhoon signals—green, red, green lights—were hoisted at 9-15 last night. The direction then was north east of the colony.

Senor Marques, the new Governor of Macao, is at present in Hongkong, having arrived by the *Eastern* from Timor. His Excellency leaves for Macao to-day on board the Portuguese gunboat *Patric*.

The Vienna Cafe Company, of 34 Queen's Road Central, which commenced business on Sunday last, has an up to date bakery. Yesterday we received from the management samples of bread and cakes produced at the bakery, and we can affirm that the bread and cakes not only look well but taste well.

The Chief Justice (Sir F. Pigott) has awarded special damages as follows in the action for criminal conversation brought by Captain Mitchell against John Lemm: All costs already paid by Captain Mitchell to be paid by defendant. Leave to move the Court was also granted to include in the judgment all costs which plaintiff is liable to pay.

H.M. the Emperor of Japan sent a telegram to the retired Emperor of Korea on the 8th inst., offering congratulations on his birthday. The latter immediately wired back a reply to the Tokyo Court expressing his thanks.

We learn from the Japan newspapers that the death of Monsieur Albert Chais, agent of the Messageries Maritimes Cie at Yokohama since 1907, was due to complications resulting from sunstroke. Monsieur Chais died at the German Hospital.

A woman was run over by a truck and killed on Monday afternoon and the two men in charge of the truck were arrested. An inquiry is being held as to the cause of the woman's death, and on the result depends the charge to be brought against the men, if any.

The sanctuary of the famous Nikko Temples hitherto closed to visitors, is now open on special application, each applicant being requested to pay 10 yen in the form of a "prayer fee." Japanese and foreign lovers of the antique continue to visit the sanctuary, and the revenues of the Temples is said to be increasing.

The death is announced in the Japan papers of Mrs. Harris, wife of the Right Rev. Bishop M. C. Harris, of Tokyo. Death was due to meningitis. Mrs. Harris came to Japan in 1873 and during her residence had taken considerable interest in the education of Japanese women. She was also well known as a writer of poems on Japanese themes.

William Kennedy, the Chinese banker accused of illegal importation of opium, accompanied by his attorneys, appeared in court at Manila on Friday to plead to the charges preferred against him. The charge was read to him and on the advice of his attorneys, O'Brien and Waite, he refused to plead and the judge ordered the plea of not guilty entered.

Mr. W. J. Neipper, D.C.L., who has resigned his post as Attorney-General of the Straits Settlements, was entertained to a banquet by the commercial community, before his departure for Rome. News has been received at Singapore of the death of Mrs. Bromhead Matthews, at the Bahamas. This delayed Mr. Matthews's departure for the Straits, to succeed Mr. Neipper, until the 15th inst.

It seems that the Chinese Government is confidently reckoning upon the return of Sir Robert Hart to China. A Chinese newspaper published in Peking states that in discussing the national finance question certain Ministers are reported to have said that upon the return of Sir Robert Hart a joint meeting consisting of representatives of the Waiwapa, the Board of Revenue and Sir Robert Hart will be held. After this due representations will be made to the Ministers of the various countries regarding the control by the Board of Revenue of the receipts of the Imperial Maritime Customs.

Mr. James W. Beardsley, formerly Director of public works in the Philippine Islands, who was succeeded by Mr. James F. Case, and later appointed consulting irrigation engineer to the bureau, has resigned, his resignation having taken effect on the 11th. Mr. Beardsley had just completed an important mission—that of studying the irrigation systems of Java, India and Egypt, and reporting thereon to the insular government. He also represented the insular government in an irrigation congress held at Spokane, Washington. Acting Governor Forbes received a cable announcing this resignation and expressed his regret at the loss of such an able man as Mr. Beardsley. He characterized the reports he had made as "extremely able and valuable" ones.

Lieut. H. G. H. Grant Smith, 104th Wollsey's Rifles, Indian Army (son of Mr. E. Grant Smith, of Hongkong) has been promoted to the rank of Captain, to date from June 13th. The record of Captain Grant Smith's services is as follows—Was with the Naval Brigade during the investment of Tientsin Settlement by the Boxers in 1900, and at the taking of Tientsin City. Was with the Royal Welsh Fusiliers from the time they arrived in Tientsin till their return to Hongkong in 1900 (Peking Medal). Was with his regiment (2nd East Yorkshire) in South Africa 1901-2, afterwards serving in the Mounted Infantry Company of this regiment (South African Medal with three clasps). Transferred to the Indian Army. Received the special thanks of the Commander-in-Chief (Lord Kitchener) for good work done while in command of a column of his regiment sent to the native State of Las Bela, Beluchistan during the late troubles there.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance 1894]

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PRINCE'S SAD DEATH.

Tokyo, September 21st.
The death has occurred at Kobe from plague of Prince Sebusamane, the son of the Japanese Foreign Minister at Bangkok, who was learning shipbuilding at Kawasaki and worked as an artisan.

[AUTHOR'S SERVICE TO THE "HONGKONG DAILY PRESS."]

PRESIDENT TAFT AND JAPAN.

LONDON, September 21st.
President Taft, who is starting on a 12,000 mile tour of the Western States, met and luncheoned at Minneapolis with the fifty Japanese commercial men who are on a visit to the States.

The President paid a tribute to Japanese industry and patriotism, and in toasting the Emperor of Japan said he was a warm and sincere friend of America. He scouted the idea that there would ever be the slightest trouble between America and Japan.

MR. LLOYD GEORGE AND THE BUDGET.

LONDON, September 21st.
In the House of Commons Mr. Lloyd George has announced a concession to agricultural landlords entitling them, on making a declaration with the necessary data, to a deduction up to 25 per cent. under the schedule with respect to repairs and management. The concession is estimated to cost half a million during the year 1900-1910.

Mr. Balfour does not think that it is adequate.

BRITISH POST OFFICE AT TIENTSIN.

LONDON, September 21st.
Colonel Seely, replying to Mr. Henniker Heaton in the House of Commons, said he understood that arrangements had been made to maintain the British Post Office at Tientsin for the present.

AUSTRIA AND GERMANY.

LONDON, September 21st.
The Emperor Francis Joseph of Austria-Hungary received Herr Bethman Hollweg, the new German Chancellor, at a private audience yesterday.

SPANISH ADVANCE ON MELILLA BEGUN.

MOORS SUFFER SEVERE LOSSES.

LONDON, September 21st.
The Spanish Forces began their advance on Melilla yesterday, supported by warships.

The enemy were repulsed with severe losses.

The Spanish losses were slight and the Army advanced and occupied the position.

RECORD AEROPLANE FLIGHT.

LONDON, September 21st.
At Brescia M. Rougier has taken a flight in his aeroplane at an altitude of 645 feet, which constitutes a record.

TOWNS SUBMERGED IN AUSTRALIA.

Heavy rains last month caused the greatest floods that have been known in Victoria for forty years. The Launceston Weir, which cost £133,878, burst, and numerous bridges were swept away. Many country towns were submerged, and enormous areas were under water. Several fatalities were reported and many thrilling escapes, while there have been heavy losses of stock. The carriages of a mixed train remained hanging over a gorge 50 ft. deep owing to the collapse of a bridge. Fortunately the couplings held, and no lives were lost, though some passengers sustained injuries. A tornado did great damage at Ballarat. Railway communication between Melbourne and Adelaide was suspended for three days. Many washways are reported.

CORRESPONDENCE.

THE LIQUOR TAX.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—To disprove his opening sentence your correspondent "Tommy" should be more critical and less funny; and he might have been fair.

Why single one out as trying to tell the Government what to do when so many have also given their views?

The "two men who tried to help" are certainly not affected, as "Tommy" suggests. If it is their advice that has been followed—well, is it brilliant? And I think I have proved that the larger wine firms who have bottling establishments have now a greater advantage over spirit imported in bottle than before.

My interests in the liquor trade of the Colony would not have been affected more than that of other merchants if the scale of world-wide adoption been applied here; my criticism, however, has been general, and looked at from a broad view; also, I have no business with the smaller importer, whose interests I defended, so I repeat I was guiding no axe of my own. As to who I am, inquisitive Tommy, I refer you to the Hong List, and shall be glad to elaborate that information if you will give me your name.

I regret I must to-day leave for Shanghai, but if any fair critic wishes to discuss any point on which we differ and will not hide himself under a *nom de plume* I shall be happy to deal further with the matter when I return next month.—Faithfully yours,
CHARLES E. GARNER.

THE LIQUOR LAW.

Incoming steamers are experiencing the novelty of being boarded by a revenue officer who inquires as to what liquors are on board. Nothing more than inquiry is made, and not even the most captious seem to find cause to complain at the visits. It is stated that the staff of European revenue officers will be increased shortly.

The fears expressed by some of those interested that the trade of supplying the shipping in the harbour would be crippled by the application of the duties are now proved to be groundless. We are officially informed that the harbour trade will not be materially affected. Ships will receive their supplies in cases from bond, which will be sent out duty free, but a receipt must be given signed either by the captain or the chief officer.

TYPHOON NEWS.

GRUESOME SIGHTS AT SEA.

The steamer *Kueiyang* arrived in port yesterday from Cheloo two days overdue. Although not encountering a typhoon she was sufficiently near to experience particularly rough weather, especially on Saturday, when her barometrical readings indicated that the typhoon was south of her and naturally she did not care to rush into it. This was the typhoon which entered the land somewhere about Swatow. Prior to that, however, these on board had evidence that a disastrous visitation had passed over the sea some little time before. Almost all the way down from the entrance to the Hainan Straits dead bodies floating past caught the eye practically every minute. Some were heaved to spars, some to masts, and one sampan had thirty dead bodies on board. It was a gruesome experience. Dead Chinese, with their faces packed beyond recognition, met the view of those on board, and it is a modest calculation to put the number of bodies which drifted past at over 1000. As the seas were running high, and the range of vision was not great, it can be understood there were doubtless many more which were not seen from this steamer.

On Saturday afternoon the *Kueiyang* passed the *Clio* and the *Anlu*, to which they spoke but did not proceed far before anchoring. The *Clio* was all right, and was prepared to meet the storm, as also the *Anlu*. The lowest barometrical reading was 29.37 on Saturday afternoon.

THE "CLIO" SAFE.

The fears as to the fate of H.M.S. *Clio* have been removed, and yesterday the satisfactory information was passed round that the sloop had been sighted at Station Island anchorage in the Hainan Straits on Saturday afternoon. The news, which was brought by the steamer *Kueiyang* arriving in port yesterday, was gladly received in official quarters and throughout the town generally there was a feeling of relief experienced. She is expected to reach Hongkong this morning.

TRADE BETWEEN THE PHILIPPINES AND THE UNITED STATES.

One of the most hopeful reports ever received from the United States relative to the prospects of Philippine products in the American market was received yesterday, says the Manila *Calendario* of the 15th inst., by the Acting Governor General from the bureau of insular affairs. "This report made it manifest that the problem for the future in the Philippines will be that of production, that of the sale of the product being already satisfactorily solved. "Although our experience with the new tariff is but short," says the cable received, "there will be no difficulty whatever in the disposal of the goods this year and in the years to come. Although admitted so far have found immediate sale and the supply has in no way come up to the demand. The problem to be met now is the increase of the output and the maintenance of the standard. "Other domestic articles such as hats, native cloths, potatoes, articles of shell manufacture and all such articles that can compete with Japanese and Chinese articles imported and subject to duty will find a ready market. It is a question of production."

SUPREME COURT.

Tuesday, 21st September.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR F. PIGOTT (CHIEF JUSTICE).

INDECENT ASSAULT.

Zarif Khan was indicted on a charge of indecent assault, and pleaded not guilty. The following jurors were called:—T. H. G. Brayfield (foreman); F. O. Day, J. O. Hughes, C. J. Schmit, T. Neave, J. Walker and W. Tippett.

Hon. Sir H. S. Berkeley, K.C., Attorney-General, instructed by Mr. H. L. Denny, Jr., from the office of the Crown Solicitor, prosecuted, and Mr. J. W. Orr, instructed by Mr. Davidson (of Messrs. Hastings and Hastings), appeared for the defendant.

The jury, after a retirement of about twenty minutes, returned a verdict of guilty, and His Lordship sentenced the prisoner to fifteen years' imprisonment with hard labour.

LOCAL SPORT.

THE INTERPORT CARNIVAL.

Arrangements are now nearly completed for the three days' interport aquatic sports meeting to be held at the V.R.C. enclosure on the 23rd, 24th and 25th instant. It is estimated that there will be accommodation for from 800 to 1,000 people on Thursday and Friday, and from 1,000 to 1,200 on Saturday. The latter day has been fixed as ladies' day, but on this occasion they will not be admitted free. Their escorts will be requested to pay the necessary entrance fee. Various alterations have been made in the programme before printed, in consequence of which we append the amended programme.

P.M. FIRST DAY.

- 4.00—Half Mile Interport Championship.
- 4.30—Two Lengths (Open to Army, Navy and Police).
- 4.45—Four Lengths Handicap (Members only). 2 Heats.
- 5.00—High Dive, Interport Championship.
- 5.15—Two Lengths Handicap (Open to members over 30 years of age).
- 5.30—Lengths Handicap (Members only). 2 Heats.
- 5.50—100 yards Interport Championship.
- 6.00—Team Race (Members only).

SECOND DAY.

- 4.00—Hurdle Race Handicap (Members only). 4 Heats.
- 4.20—Plunge, Interport Championship.
- 4.45—Boys Race, 2 Lengths Handicap (Open to all boys under 15 years of age).
- 5.00—Two Lengths Back Race, Interport Championship.
- 5.10—Four Lengths Handicap Final.
- 5.20—Throwing the Polo Ball, Interport Championship.
- 5.40—Twelve Lengths (400 yards) Interport Championship.
- 6.00—Water Polo (Exhibition match between two teams of Members).

THIRD DAY.

- 4.00—Two Lengths Hurdle Race Final.
- 4.10—Running Hurdle from Springboard, Interport Championship.
- 4.38—Duck Hunt.
- 4.45—Team Race, Shanghai versus Hongkong.
- 5.00—Two Lengths Handicap Final.
- 5.10—200 yards Interport Championship.
- 5.25—Consolation Race, 2 Lengths.
- 5.35—Water Polo Match, Shanghai versus Hongkong.

TENNIS.

The final for the Tennis Championship of the Kowloon Cricket Club takes place to-day at 5 o'clock, the players being S. E. Green and W. N. Edwards. It will be remembered these two met in the final of the Handicap, when Green secured the victory after a hard game. To-day's match should prove a fine struggle. The winner receives the gold medal presented by Mr. W. Stewart, Vice-President of the Club.

AMERICAN CRIMINAL ADMINISTRATION.

STRONG CONDEMNATION BY PRESIDENT TAFT.

President Taft arrived at Chicago on the 17th inst., on his way to the Pacific Coast. He was the guest of the Chamber of Commerce and the President discussed the question of the administration or criminal law in the United States. He declared in the course of his address that the present administration of the criminal laws of the country is a national disgrace. He alluded to the great delays in the progress of criminal cases and the ability of lawyers by legal technicalities to subvert the ends of justice. The President recommended the passage of an Act of Congress greatly extending the powers of the courts to control the progress of criminal prosecutions by means of the writ of injunction. The address on this head covered much the same ground as his famous address before the Yale law school.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 21st at 12.05 p.m.—The barometer has risen slightly over the China coast, the Philippines, and Indo-China.

The area of low pressure is still shown over the China Sea to the South of the Formosa Channel.

Pressure is high over Manchuria.

The Japanese returns are not to hand.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.22 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood { N. winds, moderate to fresh; showers }
Formosa Channel { N.E. winds, strong }
South coast of China between { N.E. winds, strong }
Hongkong and Lamooks, { fresh }
South coast of China between { N. winds, moderate }
Hongkong and Hainan... { moderate }

SHIPPING NOTES.

The *Tonyo-maru* on her last trip north from Hongkong reported by wireless telegraph that the South American liner *Asia* was lying off Hongkong, owing to a strike among her engineers.

In spite of the depression prevailing among the American liners, the O.S.K. steamer *Tacomama*, which arrived at Yokohama last week on her first homeward voyage, carried 915 tons of cargo, of which 371 tons were landed here. She had on board one cabin and 29 steerage passengers.

After having discharged 10,500 bales of hemp and a shipment of silk valued at £150,000, the British steamer *Oceanic* of the Weir line is on her way to Manila from Tacoma, Wash., with a cargo of 2,800,000 feet of lumber. Before entering Puget Sound Captain Davies slipped on a wet deck and sustained a severely sprained ankle.

An Indian contemporary commenting on the announcement that with the *s.s. Arabia* leaving Bombay on the 23rd October luncheon and late dinner shall be served in the second saloon in all the Company's steamers, both mail and intermediate, says:—This announcement will cause widespread satisfaction among those passengers who are in the habit of travelling second-class either by preference or necessity. The consideration shown to second-class passengers by the Company has never in any other respect left anything to be desired, but the strange composite meal served up about six in the evening in lieu of dinner was a legitimate source of continual grumbling. The P. & O. have done well in meeting and redressing this long-standing grievance. It is not exactly a case of self-interest with them, for if they are going to make the second-class passenger so happy and comfortable, where are they going to get their first-class passengers? The answer is that the rival liners have not ceased to get first-class passengers and by the removal of this grievance, the P. & O. can reasonably expect to benefit in the long run.

By disdaining to use the port side of the *Prins Sigismund*, Dr. F. H. McKeon, boarding officer of the quarantine service at Manila, delayed that vessel for three hours last week. He went to the vessel twice and refused each time to board her because the starboard gangway was not lowered for him. On the second occasion a rope ladder was lowered on the starboard side, but he did not use it. A complaint was made to Dr. Heizer, the chief quarantine officer, who immediately sent Dr. Hurley to clear and inspect the vessel, and it was ascertained that the starboard gangway could not have been lowered because it was broken. Dr. F. H. McKeon stated to a reporter last night that it was not until after he had returned ashore that he learned that the starboard gangway of the vessel was broken. He then told his side of the story. The doctor said that when he went out to board the vessel, as usual, he drew alongside the starboard side and asked that the companionway be lowered for him. Instead of complying with his request, one of the officers of the ship, as he thought, peremptorily ordered him to go around to the port side. Not being accustomed to taking his orders in this manner the doctor immediately proceeded to the other vessels in port awaiting to be boarded. After performing the necessary duty on the other ships the doctor again returned to the *Prins Sigismund* and went to the starboard side. He was seated in the cockpit of the launch, and as the curtains were drawn on account of rain he was unable to see well above him. A gain he was told to go to the port side and as far as he could hear there was no excuse given for not lowering the companionway on the starboard side. Instead a rope ladder was lowered, and the doctor, not caring to risk climbing from that launch in the rough water up the side of the vessel, decided to go ashore. Dr. McKeon also told the reporter that it was not until some time afterward that he learned that the starboard companionway was out of commission, and he stated that if he had known this he would have very cheerfully gone around to the port side.

When trade is depressed, as it, unfortunately, is at present, shipbuilders and engineers are supposed to employ their leisure hours in experiments, with the object of improving ship types. In a sense the supposition is well-founded, for more or less startling innovations have succeeded more depressions. The experiments naturally all lead in one direction and have the same incentive. They begin in the knowledge that the most desirable improvement in a ship type is a cheapening of the cost of its construction and the cost of its working. The pre-eminence in the world of the British mercantile marine is due in fact, to the cheapening of the cargo steamer which the British shipbuilder has been able to effect, for with every lowering of the first cost and the running cost more and more of the world's produce has become marketable at the consequently lower freights. Therefore, it is not surprising that in these lean years a great deal is heard of new types of cargo steamers. Before the industry entered on them we had the Turret and Trunk and the Cantilever. Recently the Isherwood, a type with longitudinal frames, emerged, and now we have the Monitor. In all of these the success was to carry more cargo on given dimensions at less first cost and working expenditure than corresponding vessels of the ordinary type.

The Monitor idea has been embodied in a vessel called the *Monitor*, which has just been built on the North-East Coast for a Newcastle firm. The "improvement" which her design represents consists of longitudinal grooves

along the side of the vessel, which are intended to have the effect of reducing the skin friction and making driving easier. In this instance the improvement is understood to have been very marked. With 140 tons more displacement than a sister ship built in the ordinary way, the *Monitor* was faster on trial. Moreover, the speed curves from seven knots upwards showed an improvement on those obtained by the inventor in an experimental tank. The boat exceeded, that is to say, her designed speed, and exceeded it, we are told, on a reduced coal consumption. The trials are declared, in fact, to have demonstrated "increased carrying capacity, reduced coal consumption, greater structural strength, and absence of skin friction and vibration." The service of the *Monitor* is almost certain to be followed by shipping people with interest.

HONESTY AND NATIONALITY.

Our Peking contemporary writes:—Readers of the *Peking Daily News* will endorse the statement that in dealing with the question of honesty, it has been our constant contention that no race or no nation has a monopoly of this article. In discussing this question our position has always been that while China does not claim a monopoly of honesty, neither does China nor China's officials deserve the wholesale charge of dishonesty so often made by certain foreigners.

It is not our purpose to go over the ground again. There is another phase of this honesty question which interests us at this particular time. It is of common knowledge that when, recently, certain Chinese officials were punished in connection with disclosures concerning the Tientsin-Pukow railway, this action was seized upon by a section of the British Press as an excuse for a savage attack upon the Tientsin-Pukow loan terms which, by inference, at least, were pictured as responsible for the malpractices charged against these officials. These attacks, as has been shown, were aimed also against certain unnamed Germans.

It is a favourite theme of some English writers that the commercial success of the Germans in China has been due to resort to "devotion practices" which no Englishman would resort to. These charges are as a rule not accompanied by specifications, but inasmuch as the English are more honest than the Germans we have no means of knowing. That all Englishmen are honest we have no more belief than that all Chinese are honest. Whether all Englishmen engaged in commercial life are so high-minded that they would not stoop to the "devotion practices" charged against the Germans—if there are any such practices—is a subject too large for our limited knowledge.

The effort to, in any way, hold the Tientsin-Pukow loan terms responsible for the malpractices disclosed in the Thross's punishment of Chinese officials has, we have heretofore pointed out, no warrant. Certainly there was nothing in the report of His Excellency Na Tung to indicate that the acts charged were in any way due to any laxity of financial regulation, or that the finances of the railway were in any way involved.

The underlying purpose of this attack upon the Tientsin-Pukow terms was, of course, to impress the financial world to believe in the superiority of the Kowloon terms, for which the British and Chinese Companies have so strongly contended. The Kowloon terms were described as the only ones absolutely and completely insuring honesty of administration of railway funds in China.

This may be ancient history to our readers, but it is made rather live by a highly interesting police court proceeding at Shanghai, news of which has just been received by way of the latest Shanghai newspapers.

This tells of the arrest and remanding into custody of Mr. Butler Wright, chief accountant of the Canton-Kowloon railway, upon a charge of embezzlement.

We have, of course, no intention of charging that this well-known Englishman is guilty of the charge made against him. The charge is made by the British authorities, he was arrested as a steamer at Shanghai upon the British Consul General's warrant, if being believed, apparently, that his reported sudden disappearance from Canton was for the purpose of escaping arrest there. He may be entirely innocent—but the British authorities seem to think otherwise. Anyway, the latest advices found Mr. Wright "remanded in custody for seven days."

The moral of this tale would seem to be in the immense superiority of the Kowloon terms as insurance against dishonesty!

This, at least, is the Chinese view. If the German press to see in this case no evidence of that superior honesty of the English about which the English papers have so much to say—well, we cannot find it in our heart to criticise them for their blindness.

NO PLACE FOR BLONDES IN AMERICA.

Dr. Charles E. Woodruff, a surgeon in the United States Army, has roused the ire of all the fair women in the United States by announcing a discovery that blonde-haired and blue-eyed women are unfitted for American climatic conditions, and are degenerating physically and mentally. Dr. Woodruff includes blonde men also in his denunciation, but the men regard his theory with amusement. The army surgeon asserts that the large amount of sunshine and the warm summer weather in the United States indicate that America was intended for swarthy races. The blonde inhabitants, he says, are unable to withstand the enervating effects of so much sunshine, and in time they will disappear entirely by the operation of the law of natural selection. Dr. Woodruff points to the fact that in all hot countries the inhabitants are brunettes, while in cold climates, such as Scandinavia, they are blondes. He says that the violation of nature's ordinance in America is filling the penal institutions with criminals who cannot help becoming degenerate because they are blonde. Miss E. Brody, a Boston blonde beauty, says that probably Dr. Woodruff cannot tell the difference between a real and a chemical blonde, and accuses him of being "foaked" by the artificial variety. "Every American woman who has ever done anything," she says, "has been a blonde, and as for men, both Andrew Jackson and Thomas Jefferson were blondes. So where is Dr. Woodruff's theory?"

News received at Allahabad on the 26th ult. from Eastern Persia shows that Messrs. James and Wright reached Kerman in safety. The raiders captured Mr. Wright, but released him after stripping him of all his personal property.

NOTES FROM JAPAN.

(FROM OUR OWN CORRESPONDENT.)

Tokyo, September 6.

THE STOCK MARKET.

During the past fortnight we have had every indication of a steady revival on the Stock Exchange, and Kabuto-cho is now the centre of greater activity than has been witnessed since the collapse early in 1907. The upward movement began last month, the principal factors to start the market being the improved situation *vis-à-vis* China and various reports concerning the Tokyo Tetsudo Kaisha, rumours that the tramways would either be municipalised or the fares raised. All principal stocks rose by from one to ten points in a few days, and with the close of August the market was exceptionally strong. There is now little question but that an optimistic feeling is gaining ground, in view of the better prospects in China and the coming trade revival. The following quotations of some of the principal stocks show the advance that has taken place in the course of the month:—

	July 31	August 31
Tokyo Stock Exch...	154	177
Tokyo Tramways...	63	72
N. Y. K.	77	84
Tokyo Elec. Light...	90	94
Kanagafuchi...	99	113
Tokyo Gas	97	103
Dai Nippon Brewery	73	79

Considerable further advance in these prices was recorded on the 1st and 2nd instant, but since then there has been a slight falling off due to profit taking. On Saturday the signing of the new Sino-Japanese agreement was announced, to-day the subscription lists of the newly-established Bank of Korea will be opened, and these favourable factors, in conjunction with the highly favourable reports concerning the rice crop, are likely to send quotations higher than ever during the coming week.

TOKYO TRAM.

The stock of the Tokyo Tetsudo Kaisha has changed hands at 72 yen during the past week, a high price to pay for a 5 per cent. investment and especially in a country where a 7 per cent. stock is usually only quoted at par. But the potentialities of this company make it an attractive investment. The rate of fare is recognized as being too low to ensure an efficient service and a fair return to shareholders, but public opinion seems to be divided as to whether there will be an increase of fare or whether the municipality will take over the concern. Originally the latter estimate that they would receive 300,000 yen a year from the profits of the company, which was to turn over a percentage of its profits after a dividend of 7 per cent. had been paid to shareholders, but as shareholders have never received 7 per cent. the city gets nothing. If the fare were increased to the extent of one sen and the service managed in a business-like way, the result would be beneficial to all, the city because of its revenue, the citizens because of an improved service, and the shareholders, who would then receive 7 or 8 per cent., with the present fare there is no prospect of an improvement in the service. The company cannot afford to run sufficient cars to eliminate the straphanger, and in the city proper overcrowded cars are the rule. In such matters of accommodation, punctuality, and cleanliness of cars, the service is woefully lacking. For these things the low fare is responsible, and until the company gets an increased revenue it cannot be expected to provide cars that are clean or prevent overcrowding, which robs the passenger of the comfort he ought to be entitled to.

THE BANK OF KOREA.

The subscription lists are to be opened to-day all over the country for the shares of the Bank of Korea, the new monetary organ that is to take the place of the Shikoku Bank in the peninsula. A dividend of 5 per cent. will be guaranteed by the Korean Government for five years, and this fact, together with the prospects of the new bank as the sole monetary organ in Korea, is sufficient to ensure the issue being a great success. Although shares can only be legally held by Japanese and Koreans, foreigners are subscribing largely to this venture, which will share what good fortune awaits the Japanese exploitation of Korea.

FIRE AND EARTHQUAKE.

No writer could hope to place before a reader so vivid a picture of disaster as has been recorded in cinematograph films of the great fire at Osaka and the earthquake in Gifu and Shiga prefectures. The terrible consequences of these events have been seen and realized by thousands of Tokyo people, who a year or two ago would have had no means beyond an ordinary newspaper record of realising the extent of the disasters and the sufferings of the people. In the record of the earthquake results the cinematograph shows us the scenes as they were taking place in primitive villages a day or two after the earthquake. Not a building standing; a confused mass of crushed dwellings, which have given way under the weight of a heavy roof, and the villagers like ants working to clear away the debris. In the midst of the rain old folk and young are doing their part moving tiles and rafters preparatory to rebuilding. Human nature being full of resource, these people, the first shock and panic over, go about their work as light-heartedly as ever. At regular hours food is distributed in the shape of rice balls, etc. The cinematograph also shows us the operations of the Red Cross. The injured, temporarily bandaged, are placed Buddha fashion in small baskets, and the load, slung on a pole on the shoulders of two men, is hurried off to hospital. The wrecks of temples, fallen torii and other monuments are all shown. Yet if the afflicted districts are visited six months hence, the restoration will be found almost complete. Such houses as the peasantry occupy are easily rebuilt, while the temple torii and statues simply require replacing, as they have only been dislodged by the shock, the various parts lying scattered on the ground, but rarely broken.

THE OPIUM HABIT.

It often happens that a small knot of fanatical persons, who possess the means to express their views either through the Press or the platform, are able to impress upon the world at large opinions which are not based upon the truth. In the case of opium the fanatics have been able more easily to mislead Europe, because those to whom the drug is a useful and perhaps necessary stimulant are without the means of making themselves heard. How are Sikh peasants, the Assam frontier tribes, or the millions of Chinese to explain to Exeter Hall and to American missionaries that the dreadful pictures that have been drawn of opium smokers reclining in dens of vice represent the very extreme of the opium habit? It would be just as accurate to depict tobacco, because a few cigarette smokers have rendered themselves wrecks from over-indulgence, or wines and spirits because some persons are drunkards. We do not forget, of course, that the fanatics who denounce opium would also, if they had their way, forbid tobacco and spirits, but they have not been able generally to bring those who are the largest consumers of tobacco, or because the common sense of the world is against them, and because the producers and consumers are able to organize counter campaigns. With regard to opium the consumers, as has been shown, have no organisation. The Government of India, upon the other hand, is the largest producer and it is surprising that it should have tamely allowed the libels of the anti-opium fanatics to pass unchallenged.

What are the facts about the consumption of opium in India? The drug is used habitually all through the Punjab by the Sikhs, who are forbidden by their religion to use tobacco. It is true that the Sikhs may drink wine, but upon the whole the drinking habit is not evident in the community, because in India only the very lowest castes of Hindus drink, and the Sikhs are too self-respecting and too proud to have anything in common with people whom they despise. But they all eat opium. They ought, therefore, according to the fanatics, to be a miserable type of humanity upon the verge of extinction. But upon the contrary there is no finer peasantry in the world than the Sikhs. Physically the Sikhs are the tallest and most powerful of the races of India. They form the flower of the Indian Army, and in point of character and morals no Oriental race can approach them. They admit that they take opium because of its stimulating qualities, but they say that it is the least harmful of all the stimulants. This fact is so generally recognised by medical men in the Punjab, that Sikh regiments on active service are encouraged to carry opium with them to be given to the men on occasions when trials of endurance must be made. It is asserted that a Sikh may be deprived for a longer time than any other soldier of food provided he has a small quantity of opium, which braces the nerves and sustains energy far more effectively than spirits. Opium also is alleged to ward off malaria, and is eaten for this purpose in Assam and Burma by the frontier tribes. It has yet to be shown that these jungle tribes have deteriorated physically as a consequence.

In China they smoke opium. It is true that in the coast ports, where degenerates of all kinds are to be found, the smoking is carried to an excess, but the average Chinaman smokes his pipe of opium every evening much as the British workman smokes his tobacco. The addicts, however, have been able to get hold of the Reform Party in China, who have begun to talk of opium smoking as a vice and have learned to shake their heads over poppy fields, just as some temperance drunk shakes his head over a brewery. The Chinese officials, who are probably the most corrupt in the world, have found in these poppy fields a source of "squeeze." Unable to make a "squeeze" out of the Customs upon Indian opium, because the Customs are administered by Europeans, they have joined the fanatics in declaring that opium smoking is a vice that must be put down. The Government of India has, in the most astonishing way, agreed with them and has agreed to part with over five millions sterling of revenue every year, believing, of course, that the Chinese Government will in its turn make the cultivation of opium illegal. Of course, the Chinese Government will do no such thing. It may issue a few "have-faces" decrees from Peking, but even if no money were to be made out of the cultivation of opium, why should the officials make a business habit in which they themselves indulge. The only result that has come out of the anti-opium agitation is that the Government of India is deprived of money that is very badly needed, and that the Chinaman instead of getting the pure opium that he prefers will have to put up with an inferior home-grown product for which he will have to pay more. *Calcutta Englishman.*

ANCIENT CITY UNEARTHED.

DISCOVERIES AT NEWCASTLE NEARLY 2,000 YEARS OLD.

Discoveries of great value to antiquarians have been made at the recently excavated Roman station of Conspitum-on-Tyne.

Professor Harfield, of Oxford, conducted a party of Newcastle and Glasgow antiquarians over the station on Saturday, and expressed the opinion that these discoveries were of "unparalleled importance," some of the art specimens found being among the most remarkable reproductions of Roman art yet seen.

Of one large building the Professor said that the masonry was fine, and most solid, and that something he had seen in Roman Britain—even at Bath. From a character he believed it to be such a building as would have been erected only by the State itself—and probably only by the military authorities of the State.

The first century pottery examples which had been found showed clearly that the colony there was in existence at the time of Agricola, and would go to prove that Wallingford really dated further back than was generally supposed. Professor H. Newstead, lecturing at the Grosvenor Museum, Chester, before the Campaign Archaeological Association, showed a palisade trench implement found at Chester last year. Such implements were not usually found north of a line drawn from the Wash to the Severn. Sir Henry Howard said that it was the first really important one of these objects. Quite lately there had been a book published which announced a series of similar objects found north of the line. The fact of finding a mammoth in Cheshire under the northern drift was a very famous discovery thirty years ago, which was thought to be a very critical time in the history of surface deposits. It was now complemented by the discovery of this particular axe.

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Creams, Charms, Lotions, and Special Skin Tonic and Poudre Charms will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents. (483)

SCIENTIFIC MISCELLANY.

METALS NEW TO THE ARTS—THE WARM BATH FOR PLANTS—MEDICINES TROPICAL TRUMPETS—AS THE MOON SEES US—UNIQUE PULP—NEW RUBBER FROM OLD—UNIFORM TIME BY WIRELESS—WHEN EROS COMES—STEEL-PLATED IRON.

Quite a number of rare metals have been put to use in recent years. Geissen, a German metallurgist, mentions that thorium, employed for incandescent gas burners, chiefly comes from Brazil, a little being obtained in the United States. The tantalum minerals, tantalite and columbite, supplying filaments for electric lamps, are obtained in the United States and Australia. Zirconium, in zirconia and gadolinite, is also used in the Nernst and Weddington lamps. Vanadium, from the United States and Mexico, enters into the steel frames of motor cars. Uranium ores, yielding radium, are derived from Joachimsthal in Bohemia. Molybdenum, from Queensland and Canada, is used in a fine steel for tools or arms, and for alloying with nickel. Tungsten, of importance in certain steels, is furnished by Queensland in wolframite, a mineral found also in Cornwall, the United States, Canada and Bolivia.

In the warm bath method of forcing plants, as proposed by Prof. H. Molish, the stems of the dormant plant are soaked ten to fifteen hours in water at 15 deg. to 30 deg. R. (59 deg. F.), and the plant is then placed in a warm, moist chamber, and eventually transferred to a greenhouse. The stimulation of some plants seems to be much like that produced by ether vapour. Forsythia, Spiraea, Syringa and other plants that are usually forced gave very favorable results; Azalea mollis and Camellia japonica were but little affected, and no practical benefit was exerted on Narcissus bulbs.

The stamping out of tropical diseases ranks among the most remarkable of recent achievements. At the first annual dinner of the Society of Tropical Medicine and Hygiene, held in London, it was stated that sleeping sickness alone has caused half a million deaths in Uganda, but since the discovery of the way it is spread the ravages have been reduced 90 per cent. yellow fever has disappeared from the West Indies. In the Indian zone, 48,000 employees of M. de Lesseps died, but no case of yellow fever has occurred on the canal in the last three years.

Since the days of Leonardo da Vinci, four centuries ago, it has been recognized that the light seen on the portion of the moon, turned away from the sun is "earth-shine," but it is only recently that observers have begun to take notice of the image reflected in this most gigantic mirror known to man. From this reflection it is now being seen that the earth as viewed from the moon must be a gorgeously coloured object of marvelous and ever-changing beauty. A study of the earth-shine has convinced Wilhelm Krobe, a German astronomer, that variations of its brightness at different seasons are due to changes in the cloudiness and snowfall on the reflecting surface of the earth, and this suggests an explanation of the various pale tints sometimes seen in the earth light. The blue, green and yellow are evidently due to reflections of the sun's light from oceans, foliage and deserts respectively. In the early part of last year Herr Krobe detected another colour—that seemed to him reddish but to others was violet or lilac—and at the same time an unusual prevalence of cirrus clouds and brilliant red sunsets was noticed on the earth. It was concluded that the red reflections came from the red zone of twilight encircling the "full earth." In the full moon we see the cold brilliant glare of a dead, changeless globe, but to the lunarians—real or imaginary—presented the contrasting picture of a great living world, of four times the diameter shown by the moon to us, with slowly altering land and moving water and an incessantly changing panorama of cloud and snow-field and vegetation, flooded in an atmosphere of constantly varying refraction of the sun's rays.

Paper is now used for roofs, clothing, water bottles, grain bags and other old purposes. A new paper horse shoe is recommended for its great durability and lightness, and for its safety for the hoof, as it is attached with cement instead of nails. The reinforced paper of two German engineers is claimed to be a superior material for warships, automobiles, railways and street pavements. It is made of paper pulp, canvas, linen and raw silk, reinforced with steel wire, and is light, waterproof and fireproof.

A new German process of reclaiming rubber—recommended for its small use of solvent—consists in heating fragments of old vulcanized rubber goods with one-fifth of their weight of aniline. The recovered rubber can be vulcanized.

One of the next developments is likely to be the establishing of wireless-telegraph clocks in cities. At Vienna, where the Reithofer-Morawetz system has been under test several years, the time signals are sent each minute from the regulating clock at the central station to three receiving stations in the city and suburbs, and the service seems to have continued satisfactorily and without interruption. At the sending station, a wheel having 60 teeth is moved forward one tooth each second under the control of a seconds pendulum. Once in each revolution—that is, once a minute—the wheel closes the wireless transmitter circuit, and the aerial waves sent out affect the circuits of the electric clocks at the receiving stations advancing the minute hands one division. Each clock circuit is automatically closed about 2 second before each minute signal is received and opened 2 second after the minute. In this way other wireless waves are prevented from interfering, as if an outside impulse should happen to be

THERE IS SKILL AND THOROUGHNESS OF CONSTRUCTION

IN ALL

PIANOS

WE IMPORT

STAMPING THEM IN EVERY WAY

SUPERIOR VALUE

BUILT THROUGHOUT FOR

THIS CLIMATE.

ROBINSON PIANO CO. LTD.

[36]

received while the local clock circuit is closed, the only effect would be to cause the minute hand to make a single advance a fraction of a second too soon.

An astronomical event of greater interest than even the return of Halley's comet is being eagerly anticipated already, although still more than a score of years in the future, and the Astrophysical Congress just held in Paris resolved to begin observing preparations at once. The little planet Eros, discovered as a sixth magnitude star in 1898, has an orbit so eccentric that at times it may come nearer the earth than Mars—or any other heavenly body except the moon—can approach. In 1900 Eros was within about 31,000,000 miles of us, but in 1931 it will be only 15,500,000 miles away. The chief importance of this near coming is the unique opportunity it will give for a more accurate determination of the solar parallax and of the mass of the earth and the moon.

The steel-coated iron lately brought out in Europe is made by first rolling the iron to the required shape and then applying the steel in the desired thickness. The combination of the welding quality of steel with the flexibility of iron is claimed to be of special advantage for such purposes as car wheels and structural iron, and the process is said to give great strength and a great saving in cost.

THE CORNISH PIXIE.

IMPOSURE EXPOSED AT A SYDNEY INQUIRY.

Some months ago, says the *Straits Times*, Singapore was visited by what was known as the Cornish Pixie and many of the dollars tendered by a gullible public to see this little man said to have been washed ashore from a wreck in the English Channel. Members of the local medical profession visited him and expressed doubts concerning all that was claimed for him, and the following article from the *Sydney Newsletter* will now be read with some interest:

Half Sydney recently went into ecstasies over a wonderful little man who visited the city and allowed himself to be looked at for 6d a time. The dear little chap was supposed to have been found straying round the coast of Cornwall, when he was asked to come for a tour of the world by a certain lady and gentleman, he, of course, to provide the funds of the tour. The little chap could not refuse, as any expression of unwillingness would have led to a scuffle, when his weight would militate against his success, being only 9lb.

A WONDERFUL PREPARATION.

When in this city he was a great favourite with the ladies, recipient of many flattering encomiums and expressions of admiration. These feelings of admiration—if not the expressions, because he did not know our language—were reciprocated. He frequently bestowed upon members of the fair sex a kiss, and the ladies quite relished the pleasure of being kissed by him.

But, alas! he expired, and the coroner ordered a post-mortem, when it was discovered that the pixie-man was nothing more than a monkey. The trick of foisting this imposition upon the public was certainly ingenious, the human likeness even to the promoters of the fraud, was known by the dailies to be about 45 years, and they rather regarded him as a single man than a married man, used to indulge in luxuries common to single men, such as tobacco, etc. The *Daily Telegraph*, if rightly remembered, whose expert visited him, said that the Pixie knew a smattering of French, and in his opinion he could soon learn English. The value of the information some of the dailies supply can be assessed by this one little instance, as a man's imagination would have to be extremely elastic for him to imagine he heard a monkey speaking French.

WHAT BECAME OF THE TAIL.

It will be remembered that at the time of the story in Sydney of the Pixie, the Sydney *Morning Herald* and the *Daily Telegraph* both professed to be fully acquainted with his history, and also his ancestors. His age, which was unknown even to the promoters of the fraud, was known by the dailies to be about 45 years, and they rather regarded him as a single man than a married man, used to indulge in luxuries common to single men, such as tobacco, etc. The *Daily Telegraph*, if rightly remembered, whose expert visited him, said that the Pixie knew a smattering of French, and in his opinion he could soon learn English. The value of the information some of the dailies supply can be assessed by this one little instance, as a man's imagination would have to be extremely elastic for him to imagine he heard a monkey speaking French.

Of course this monkey had a tail, and an extremely debatable point is down which leg of his trousers he wore it. This point will not be explained by the dailies, as they are extremely reticent about the matter at all.

The Perth dailies swallowed the Pixie fiction with great avidity, although the yarn was as thin as a postcard beauty's legs. They ought to be quite pleased with themselves after reading this.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press Codes: A.B.C. 5th Ed. Litter's.

P.O. Box, 35. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE

THE DRAWING OF 60 DEBENTURES of the CLIVE GERMANY, Payable on THURSDAY, the 30th September, 1909, will be held at the Club, at 6 o'clock on WEDNESDAY, the 29th September, 1909.

Bearers of Debentures are invited to attend the Drawing.

For the Committee,
J. C. KITZMANTL,
Hon. Secretary.
Hongkong, 22nd September, 1909. [1228]

HONGKONG FOOTBALL CLUB.

THE 23RD ANNUAL GENERAL MEETING will be held on THURSDAY, Sept. 30th, 1909, at the Offices of Messrs. JARDINE, MATHESON & Co., at 5.30 p.m.

Business: To receive report of Committee for Season 1908-1909, elect Officers for Coming Season, and transact General Business.

IREBERT L. O. GARRETT,
Hon. Secretary.
Hongkong, 22nd September, 1909. [1229]

PUBLIC AUCTION.

THE Undersigned have received instructions from H. SMITH, Esq., to Sell by Public Auction,

On SATURDAY, the 25th SEPTEMBER, 1909, at 2.30 P.M., within his residence at Consolation Dock,

THE WHOLE of HIS VALUABLE

HOUSEHOLD FURNITURE (Particulars from Catalogue).

A Steam-Boiler will leave Blake Pier at 2 p.m. sharp to convey intending Purchasers.

Terms:—As Usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 22nd September, 1909. [1230]

FOR VANCOUVER.

THE Steamship

"SUVERIC."

FROM HONGKONG SATURDAY, 2ND OCT., FOR VANCOUVER VIA JAPAN PORTS.

To be followed by the:

OCEANA 21st October.

KUMERIC 19th November.

AYMERIC 16th December.

SUVERIC 19th, 15th January.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO.,
Hongkong.

Hongkong, 22nd September, 1909. [1231]

REMOVAL

I HAVE REMOVED my Office to No. 41, WINDHAM STREET.

H. M. H. NEMAZEE,
Hongkong, 14th September, 1909. [1201]

LOST

ABOUT 16th inst. LIVER POINTER, with White marking on front of chest, about 8 months old. Name and address of owner on Collar. Finder will be rewarded.

DR. BELLIOS,
3, Century Crescent Kennedy Road.
Hongkong, 21st September, 1909. [1232]

FOR SALE

DERRINGTON, Peak Road No. 8

For Particulars apply to—
C. SCHROTER,
King's Buildings, 11th Fl.,
Hongkong, 1st September, 1909. [1140]

BOARD AND RESIDENCE.

A COMFORTABLE BED-SITTING ROOM on Upper Level, Verandah and Bathroom, is offered with Board to a permanent Resident.

Address—
"GOOD VIEW,"
Care of "Daily Press" Office,
Hongkong, 14th September, 1909. [50]

GRAU & CO.,
No. 7, Des Voeux Road,
Dealers in

POSTAGE STAMPS
AND
PICTORIAL POST CARDS.

Just Received, a Selection of POSTAGE STAMP ALBUMS With MOVABLE LEAF.

Duplicate Pocket Books, Magnifying Glasses, Watermark Detectors, Nickel Tweezers, "Peerless" Stamp Hinges, &c., &c., &c.

Inspectio. Invited. [122]

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail. Importers of: Pig. Iron and Foundry. Ship Importers. General Storekeepers and Commission Agents. Nos. 35 & 37, 11th Floor, Street, (2nd Street, west of Central Market) Telephone No. 515. [583]

PUBLIC COMPANIES

HONGKONG COTTON SPINNING WEAVING AND DYEING CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Office of the General Managers, on SATURDAY, the 25th September, at 11.30 a.m., for the purpose of receiving the Report of the Managing Committee and Statement of Accounts to 31st July, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 25th September, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 8th September, 1909. [1185]

WILLIAM POWELL, LIMITED.

THE EIGHTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Offices, Alexander Buildings, Des Voeux Road, Hongkong, on SATURDAY, the 25th September, 1909, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and Statement of Accounts to June 30th, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 25th September, 1909, both days inclusive.

By Order,
HARRY EYRE,
Manager.
Hongkong, 17th September, 1909. [1210]

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Offices, on SATURDAY, the 25th September, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to 25th Sept., both days inclusive.

DOUGLAS, LAPRAIK & Co.,
General Managers.
Hongkong, 8th September, 1909. [1185]

GREEN ISLAND CEMENT CO., LTD.

A FIVE CENTS DIVIDEND OF THIRTY-FIVE CENTS per Share for the Six Months ending 30th June, 1909, will be Payable on the 25th September, 1909, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from 15th to the 25th September, both days inclusive.

SHEWAN TOMES & Co.,
General Managers.
Hongkong, 7th September, 1909. [1176]

THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED, will be held at the Registered Office of the Company, No. 66, Beaman Street, West Victoria, Hongkong, on FRIDAY, the 15th day of October, 1909, at 4 o'clock in the afternoon, when the subject of resolution will be proposed.

Should the resolution be passed by the required majority it will be submitted for confirmation as a special resolution, to a second extraordinary meeting which will be subsequently convened.

That the Articles of Association be altered in manner following:

(a) In Article 65 the word "Five" shall be substituted for the word "Twenty";

(b) In Article 86 the word "Three" shall be substituted for the word "Ten".

NU LI HING,
General Manager.
Dated the 14th day of September, 1909. [1205]

JUST LANDED.

A LARGE ASSORTMENT OF

LADIES' & GENTS' BOOTS

& SHOES.

A. TACK & CO.,
PHOTO-SUPPLIES,
25, Des Voeux Road, CENTRAL
Hongkong, 20th August, 1909. [37]

A LING & CO.,
19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

ASAHI BEER

SAPPORO BEER

TO BE OBTAINED

FROM ALL WINE DEALERS.

SOLE AGENTS:

MITSUI BUSSAN KAISHA.

[1228]

INTIMATIONS

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, TO-MORROW (THURSDAY), the 23rd inst., at 5.30 p.m., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, of electing Officers for the coming year, &c.

DAVID WOOD,
Hon. Secretary.
Hongkong, 7th September, 1909. [1175]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING OF MEMBERS will be held in the Club Pavilion on TUESDAY, the 28th Sept., 1909, at 5.15 p.m.

By Order,
R. A. M. WILLIAMS,
Secretary.
Hongkong, 21st September, 1909. [1222]

HONGKONG CLUB.

THE SIXTEENTH DRAWING of the HONGKONG CLUB (1896 issue \$100.00 each) was held in the Hongkong Club House on SATURDAY, the 18th September 1909, when the following Debentures were drawn:

8	425	875	1186	1676
42	455	941	1245	1719
71	501	962	1277	1722
76	524	953	1420	1744
113	525	976	1443	1753
129	545	995	1463	1780
157	575	1024	1477	1804
186	589	1033	1500	1812
227	601	1049	1513	1855
272	702	1052	1520	1898
341	803	1057	1524	1928
354	832	1068	1590	1950
376	835	1120	1596	1996

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, on THURSDAY, the 30th September, 1909, in exchange for surrender of same.

By Order,
JAMES CRAIK,
Secretary.
Hongkong, 18th September, 1909. [1219]

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of Members of the above Club will be held on SATURDAY, the 2nd October, 1909, at 12 o'clock Noon, at the Offices of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 18th September, 1909. [1214]

HONGKONG JOCKEY CLUB.

NOTICE.

A N EXTRAORDINARY GENERAL MEETING of Members of the above Club will be held on SATURDAY, the 2nd October, at 12.15 p.m., at the Offices of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road.

Notice regarding which is being sent to each Member.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 18th September, 1909. [1215]

INSURANCES.

NORTH BRITISH AND MORGAN GUARANTEE LIFE ASSURANCE CO., LTD.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO., LTD.

TOTAL FUNDS AT 31st DECEMBER, 1908 £19,121,310.

I. Authorized Capital \$5,000,000.

Subscribed Capital 3,375,000.

Paid-up Capital 1,312,500 0 0.

II. Fire Funds 3,204,753 7 10.

The Underwriting AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN TOMES & CO.,
Agents.
Hongkong, 14th August, 1909. [908]

NOTICE.

HAVING been appointed AGENTS in Hongkong for the YAMAGUCHI ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.

JOHN D. HUMPHREYS & SON,
Hongkong, 18th August, 1909. [1083]

MITSUBISHI GOSHI KWAISHA (MITSUBISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA COAL, MUTABE, HOJO, NAMAZUTA, SATO, SHINNEW and KAMITAMADA, Coking.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE: MARUNOUCHI, TOKYO.

BRANCH OFFICES: NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above: "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENCIES: YOKOHAMA: M. ARADA, Esq. CHUNGLANG: Messrs. GEARING & Co. MANILA: Messrs. MACDONALD & Co.

For Particulars apply to HOISHI, Manager, No. 2, Peddar Street, Hongkong. Hongkong, 9th January, 1909. [665]

INTIMATIONS

HARBOUR MASTERS' DEPARTMENT.

IT IS HEREBY NOTIFIED that information has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out on Monday—

On THURSDAY, the 23rd September:—

From Pakshawan in a North-Easterly direction, at ranges up to 6500 yards, commencing at 7 p.m. and finishing at 10 p.m.

On FRIDAY, the 24th September:—

From Stonecutters West in a Westerly direction, at ranges up to 10,700 yards, commencing at 9 a.m. and finishing at 1 p.m.

If the weather is unfavourable on any of the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

C. W. BECKWITH, Lieut. R.N.,
Harbour Master, &c.
Hongkong, 17th September, 1909. [1216]

E. R.

NOTICE IS HEREBY GIVEN that SEALED TENDERS will be received at the Colonial Secretary's Office until Noon, on MONDAY, the 27th September, 1909, for the letting of Crown Land opposite the Central Market, for 5 years from 1st November, 1909.

Each Tender must bear on the cover the words "Tender for Letting of Crown Land opposite the Central Market" and must be accompanied by a receipt to the effect that the tenderer has deposited in the Colonial Treasury a sum of \$500.00 as a pledge of the bond fides of his offer, which sum shall be forfeited to the Crown if the tenderer refuses to carry out his tender and comply with the particulars and conditions of letting, should the tender be accepted.

Forms of Tenders can be obtained from the Director of Public Works. Further particulars of letting as published in the Gazette of 17th instant, can also be seen at the Public Works Office.

Hongkong, 21st September, 1909. [1225]

E. R.

COLONIAL SECRETARY'S DEPARTMENT.

HONGKONG OPIUM FARM.

NOTICE IS HEREBY GIVEN that SEALED TENDERS will be received at the Colonial Secretary's Office, Hongkong, till Noon on THURSDAY, the 30th of Sept., 1909, for the purchase of the privilege known as the Opium Farm established under "The Opium Ordinance, 1909," that is to say, the sole privilege of preparing opium and of selling, within the Colony (including the Territories), opium so prepared, exclusive of the privilege of collecting dross and of preparing and dealing in Dross Opium, for three years from the 1st of March, 1910.

Full information as to conditions of tendering, etc., can be obtained from the Colonial Treasurer and the conditions of tendering and form of grant have been published in the Government Gazette as Notification No. 543 of the 3rd September, 1909.

Government Notifications Nos. 401 and 501 of 1909 are hereby cancelled.

A. M. THOMSON,
Colonial Secretary.
Hongkong, 3rd September, 1909. [1180]

THE VIENNA CAFE COMPANY, LTD.

No. 4, QUEEN'S ROAD CENTRAL.
Telephone No. 924.

BEG to notify the Public that a modern and up-to-date BAKERY and CAFE under exclusive European Management has been opened at the above entirely rebuilt and modernized premises.

The Latest Sanitary Improvements Employed; Strictest Cleanliness all over the place.

Use only First Class Flour and other Material. The Company has secured the services of Messrs. J. SOMMER and A. SOKOLOWSKI, for the Bakery and Confectionery Departments.

The long experience of both Gentlemen in up-to-date Establishments on the Continent is the best guarantee that only the best ever produced in the Colony will be supplied.

The Patronage of the Public is respectfully solicited.

Hongkong, 14th September, 1909. [1202]

HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership to St. Andrew's Society are invited to forward their Names to the undersigned for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$2.00. Any respectable Scotsman is eligible for Membership.

DAVID WOOD,
Hon. Secretary.
Hongkong, 7th September, 1909. [1174]

DAVID CORSAE & SON'S

MERCHANT NAVY BOILED LONG FLAX.

RELLANCE CROWN TAPEAULING.

ABENHOLD, KARSBERG & CO.
Sole Agents.
1674]

AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS IN 2 SECONDS.

SIEMSEN & Co.
Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 888G, at \$6.37 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited. W. K. SCHMIDT & Co.
Hongkong, 26th October, 1906. [623]

BANKS

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NEDERLANDS-INDISCHE BANKING CORPORATION). ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (\$3,750,000). RESERVE FUND FL. 6,125,745 (about \$479,407).

HEAD OFFICE: AMSTERDAM. HEAD-AGENCY: BATAVIA.

Branches: Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Chabon, Tegal, Pecalangan, Paseroean, Tjilatjap, Palembang, Medan (Deli) Palembang, Kotabie, (Achou) Bandjermasin.

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FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT
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FRONT. DEEP WATER.
Also FOR SALE.
Portions of MARINE LOTS Nos. 31 & 36
on PRAYA EAST. Approximate AREA
43,000 SQUARE FT. 99 YEARS' LEASE.
For Particulars, apply—
GEO. PENWICK & Co., LTD.
Hongkong, 8th June, 1906. [96]

TO LET.

GODOWN, No. 51, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st September, 1909. [98]

TO LET.

No. 2, BEACONFIELD ARCADE,
facing the Parade Ground.
PREMISES lately vacated by Messrs.
Gordon & Co., known as 21, Whitefield, Shauki-
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PREMISES at SHAHEEN, CANTON, now in
possession of the Canton Kowloon Railway.
The HYPER, No. 11, Peak, Six Rooms,
Tennis Court and very large Garden.
BEACONFIELD ARCADE, 2 Rooms on
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DWELLING ROOMS and OFFICES in
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GODOWNS in Duddell Street.
HOUSES in BEILIOS TERRACE,
ROBINSON ROAD, newly painted and color-
washed, exceptionally cheap rentals.
FOR SALE—FOR CREDIT, at Peak, com-
manding a magnificent view of the Harbour
and Adjacent Islands.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 30th August, 1909. [100]

TO LET.

No. 26, WINDHAM STREET,
containing 6 ROOMS.
Apply to—
E. A. & C. F. CARVALHO,
14, Arbuthnot Road.
Hongkong, 4th August, 1909. [1036]

TO LET.

No. 6, DES VŒUX ROAD CENTRAL,
OFFICES and GODOWN.
In No. 5, QUEEN'S ROAD CENTRAL,
Victoria Building, Rooms suitable for Offices.
ROOMS in College Chambers No. 31,
Wyndham Street.
DAVID SARSON & Co., Ltd.
Hongkong, 15th September, 1909. [1054]

TO LET.

No. 1A, WINDHAM STREET, suitable
for SHOP and OFFICE, etc., lately
occupied by Weissman Ltd., for Tiffin Rooms.
Apply to—
YEE SANG FAT & Co.,
Opposite General Post Office.
Hongkong, 21st June, 1909. [871]

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GODOWNS Nos. 7, 8 and 10, and the Top
Floor of No. 5, (Tang Lap Tung's
Godown East Point).
Immediate Possession. Rent exceptionally
moderate.
Apply to—
KAM FOOK,
No. 107, Wellington Street,
behind the Stag Hotel or Keeper of
No. 6, Godown on the Spot.
Hongkong, 28th May, 1909. [797]

TO LET.

No. 1 and 3, MORRISON HILL. Also
OFFICES at No. 2, PRINCE STREET.
Apply—
Messrs. JARDINE, MATHESON
& Co., Ltd.
Hongkong, 31st May, 1909. [807]

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1 ROOM on First Floor of "Hotel Mansions,"
with use of Bath Room, suitable for Office or
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Frontage. Especially suited for Storage of
Coal, Timber, &c.
Apply to—
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COMPANY, LIMITED.
Hongkong, 29th June, 1909. [909]

TO LET.

No. 75, WINDHAM STREET, SIX
ROOMS HOUSE. Electric Fittings.
Out-houses.
Apply to—
A. B. AVASIA,
1, Duddell Street.
Hongkong, 10th September, 1909. [941]

TO LET.

A HOUSE in Wong Nei Chong Road.
A HOUSE in RYAN TERRACE.
OFFICES To Let, No. 2, Connaught Road,
3rd Floor.
No. 3, CLIFTON GARDENS, Conduit
Road.
No. 10, DES VŒUX ROAD CENTRAL,
1st Floor.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE
BUILDINGS and No. 16B, Des Vœux Road
next to the HONGKONG HOTEL.
FLATS in MORRISON TERRACE.
Apply to—
THE HONGKONG LAND INVEST-
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Hongkong, 1st September, 1909. [97]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA
EAST.
Apply—
CHATER & MODY,
Victoria Buildings.
Hongkong, 1st February, 1909. [264]

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Freedom from
Skin Irritation.

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Bovril contains all the goodness of
prime beef in highly condensed form.

TO LET.

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2 ROOMS, on 1st Floor, Hotel Mansions,
from 1st October next.
Apply to—
JOHN D. HUMPHREYS & SON,
Alexandra Buildings.
Hongkong, 6th September, 1909. [1171]

TO LET.

No. 4, CLIFTON GARDENS, Conduit
Road. Immediate Possession.
Apply to—
THE HONGKONG LAND INVEST-
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Hongkong, 16th September, 1909. [1208]

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No. 1, OBSERVATORY VILLAS,
Kowloon. Five-Roomed House; Electric
Lights and Tennis Court.
"BRANEE BUNGALOW," Kowloon. A
Small Garden attached. Moderate Rental.
HOUSES in LYEMOON VILLAS,
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ABRAHAM Y. APGAR & Co.,
14, Des Vœux Road.
Hongkong, 24th August, 1909. [599]

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King's Buildings.

OFFICES facing the Harbour from about
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THE HONGKONG LAND INVEST-
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Hongkong, 1st September, 1909. [818]

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No. 2, ELLIOTT CRESCENT, ROBIN-
SON ROAD, Six Roomed House, with
Out-houses, Commanding a Fine View of the
Harbour.
Apply to—
F. X. PALMADA & CASTRO,
53, Queen's Road Central.
Hongkong, 7th July, 1909. [956]

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No. 1, GARDEN ROAD, Kowloon.
Eight-Roomed House and Tennis Court.
Apply to—
H. M. H. NEMAZEE,
9, Peddar's Hill.
Hongkong, 14th August, 1909. [1073]

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No. 1, CANTON VILLAS, Kowloon.
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Hongkong, 1st September, 1909. [1035]

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DUNHAYN, 53, ROBINSON ROAD.
52, CAINE ROAD.
Apply to—
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Hongkong, 7th September, 1909. [1177]

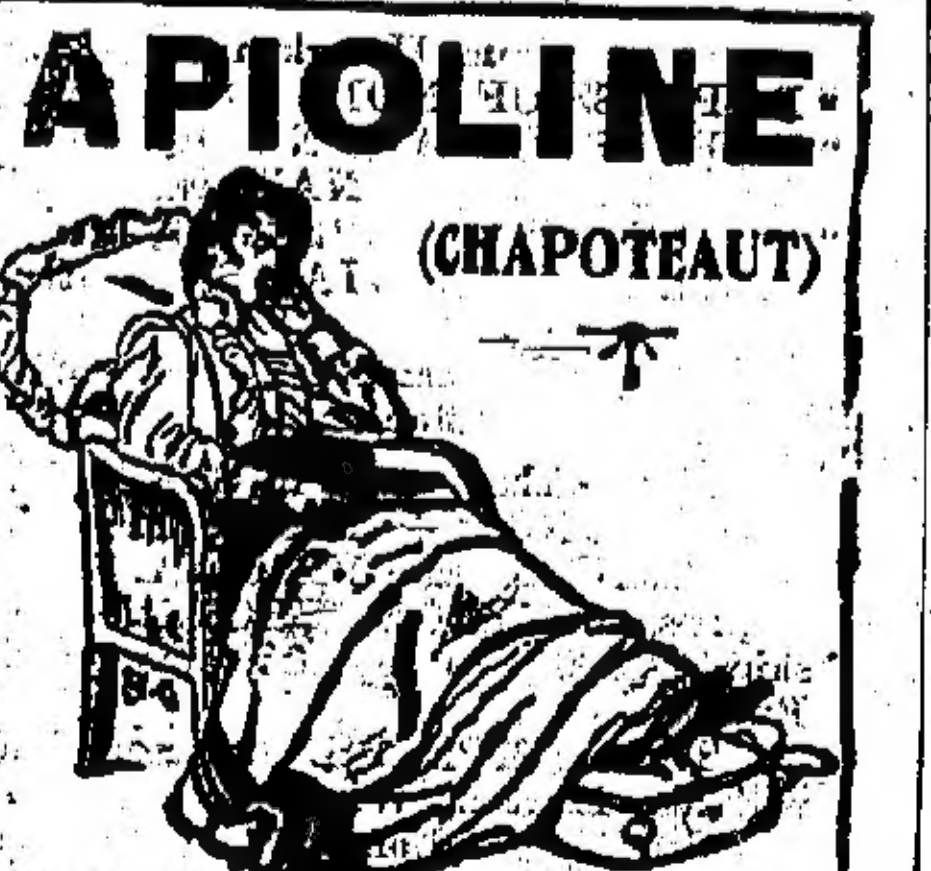
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ONE SPACIOUS GODOWN, No. 125,
Wanchai Road.
Apply to—
REUTER, BRÖCKELMANN & Co.
Hongkong, 20th September, 1909. [91]



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heated, thirsty and tired,
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It keeps the blood in a cool
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Made in two kinds—
Unsweetened, i.e., Plain Lime Juice.
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1040



APIOLINE
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and those irregularities peculiar to
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122-3

ELECTRIC PROPULSION OF SHIPS.

Marine engineers, from long association with
the slow-running reciprocating engine, have
become so accustomed to apply the energy of the
prime mover direct to ship propulsion that the
proposals which have been put forward to
interpose between the prime mover and the
propellers an auxiliary mechanism—electrical or
otherwise—by which speed variation may be
obtained, has until recently appeared to them to
be a needless complication. It is now recognized,
however, says the *Times Engineering Supple-*
ment that the speed conditions under which
the steam turbine gives its highest efficiency are
not those which give anything like the highest
efficiency of the propellers, and therefore with the
direct drive a compromise in design has had to be
adopted. Several methods have been proposed
by which this might be achieved, and the
results, under service conditions, of the com-
bination system of turbines and reciprocating
engines were described in *The Times Engineering*
Supplement of August 11. For some years
past many experimenters have been giving their
attention to the solution of an electric system
to work in conjunction with the steam turbine
in marine work, which system employs a high-
speed turbine running at a uniform velocity for
all speeds of the ship, and deriving a dynamo
from which electric power is supplied to variable
speed motors direct coupled to propeller shafts,
which, under these circumstances, can be designed
to give maximum efficiency. Hitherto the
use of electricity for marine propulsion has
been confined to quite small craft.

In this country the names of Mr. William P.
Durrall and Mr. H. A. Mavor have been
associated with the development of the electric
drive for marine propulsion. In his first
system, Mr. Durrall proposed to employ a
current, but in his latest system, the "Paragon,"
polyphase current machinery is employed in
association with the squirrel cage induction
motor, the difficulty in connection with speed
variation being, it is claimed, now overcome.
By his special design of variable periodicity
generator the speed may be varied accordingly,
so that with the steam turbine running at a
constant speed of 8,000 r.p.m. the speed of the
propeller shaft can be varied either
ahead or astern from 27, 54, 80 r.p.m. or any
other speed that may be desired. In a
design for a cargo-boat being put out
the propeller speeds are to be 27, 45, and 80
r.p.m. A notable feature of this motor is that
it has no rubbing contact, the work being done
by magnetic induction across the air gap of the
motor. On the visit to the works of
Messrs. Mavor and Company, an opportunity
was afforded of seeing a working model of the
spinner motor, which has been devised to
overcome the difficulty of speed variation.
This is achieved by a concentric combination of
two alternating current motors of the squirrel
cage type. Any one of three speeds are obtained
each direction of rotation without the use of
resistances, and with the main generator
running at constant speed. The controlling
gear consists simply of two reversing switches,
one for each element of the combined motor.
The system has been worked out in detail
for typical cases, including a 21-knot passenger
ship of 16,200 shaft h.p., a 16-knot
passenger boat, an intermediate vessel of
14 knots, and a nine-knot cargo steamer, the
last two vessels to be fitted with internal com-
bustion engines.

In another method, introduced by a Swiss
firm, the main turbine, when at full speed, are
used direct. At lower speeds, and for reversing,
electric power transmission is employed, the
motor, mounted on the propeller shaft, being
supplied with current from an extra-turbine
generator. It is claimed that such a system
fitted to warships would give an economy in
steam consumption at cruising speeds only,
and would improve the maneuvering powers of
the ship. In the system adopted by Messrs.
Siemens-Schuckert, current is generated by
means of a three-phase alternating current
generator which supplies current to three single-
phase commutator type motors connected in
mesh, each motor driving one of three propeller
shafts. Speed variation is obtained through a
regulating switch, which, by altering the voltage
to the exciting field magnet of the alternator,
gives varying voltage to the motors, thereby
varying their speed.

Although the pressing problem in the case of
the steam turbine is to devise a method by which
it can be commercially applied to the "cramp"
class of vessel, it will be noted that electrical
power transmission is capable of being employed
with advantage in high-speed warships, and fast
liners. Mr. Durrall has put forward a calculation
that, by reason of the saving in steam per
shaft horse power, electrical power transmission
would in the case of the Dreadnought effect an
economy of 20 per cent. as well as obviate the
need for the employment of reversing turbines,
with consequent saving of weight and space.
The same considerations apply to other high-
speed turbine engine boats. In the case of
a 21-knot boat on Mr. Mavor's system the main
engines would consist of two turbine-electric
generators running at 1,200 r.p.m., supplying
three motors each of 5,400 h.p. at 100, 120, and
140 r.p.m. and he claims for the system an
economy in comparison with the direct turbine
drive which would fully justify the additional
capital expenditure. Mr. Durrall puts
the saving to be realized at a minimum of 40 per
cent., and that the capital expenditure will be
less.

It is now known, from the experience gained
with the *Olavi*, that the reciprocating ship
effects a saving of about 12 per cent. Ship-
owners will wait with keen anticipation the
results of early trials of electrical power trans-
mission in marine work.

PASSENGER SEASON 1910.

IN 25 DAYS TO ITALY

BY THE
MAGNIFICENT N.D.L. LINERS:

Tons. Reg.
"PRINCESS ALICE" 10,911 ON MARCH 23RD.
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"KLEIST" 9,000 ON APRIL 6TH.
Capt. O. PARNKE.
"PRINZ LUDWIG" 9,630 ON APRIL 20TH.
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Hongkong, 16th October, 1907. [934]

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SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently
equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in
connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct
Steamer Service by the S.S. "Kobe Maru" and "Sakiko Maru" (2,877 tons each)
as follows:—

NORTH-BOUND.			SOUTH-BOUND.		
Leave—Shanghai (Steamer)	Arrive—Dairen	Thursday	Leave—Dairen (Russian Train)	Arrive—Changchun	Thursday
Ar. 11 a.m.	Ar. 8.50 p.m.	Saturday	Ar. 9 a.m.	Ar. 7 p.m.	Saturday
Ar. 11 a.m.	Ar. 8.50 p.m.	Sunday	Ar. 9 a.m.	Ar. 7 p.m.	Sunday
Ar. 11 a.m.	Ar. 8.50 p.m.	Monday	Ar. 9 a.m.	Ar. 7 p.m.	Monday
Ar. 11 a.m.	Ar. 8.50 p.m.	Tuesday	Ar. 9 a.m.	Ar. 7 p.m.	Tuesday
Ar. 11 a.m.	Ar. 8.50 p.m.	Wednesday	Ar. 9 a.m.	Ar. 7 p.m.	Wednesday
Ar. 11 a.m.	Ar. 8.50 p.m.	Thursday	Ar. 9 a.m.	Ar. 7 p.m.	Thursday
Ar. 11 a.m.	Ar. 8.50 p.m.	Friday	Ar. 9 a.m.	Ar. 7 p.m.	Friday
Ar. 11 a.m.	Ar. 8.50 p.m.	Saturday	Ar. 9 a.m.	Ar. 7 p.m.	Saturday
Ar. 11 a.m.	Ar. 8.50 p.m.	Sunday	Ar. 9 a.m.	Ar. 7 p.m.	Sunday

NORTH-BOUND.			SOUTH-BOUND.		
Leave—Shanghai (Steamer)	Arrive—Dairen	Thursday	Leave—Dairen (Russian Train)	Arrive—Changchun	Thursday
Ar. 11 a.m.	Ar. 8.50 p.m.	Saturday	Ar. 9 a.m.	Ar. 7 p.m.	Saturday
Ar. 11 a.m.	Ar. 8.50 p.m.	Sunday	Ar. 9 a.m.	Ar. 7 p.m.	Sunday
Ar. 11 a.m.	Ar. 8.50 p.m.	Monday	Ar. 9 a.m.	Ar. 7 p.m.	Monday
Ar. 11 a.m.	Ar. 8.50 p.m.	Tuesday	Ar. 9 a.m.	Ar. 7 p.m.	Tuesday
Ar. 11 a.m.	Ar. 8.50 p.m.	Wednesday	Ar. 9 a.m.	Ar. 7 p.m.	Wednesday
Ar. 11 a.m.	Ar. 8.50 p.m.	Thursday	Ar. 9 a.m.	Ar. 7 p.m.	Thursday
Ar. 11 a.m.	Ar. 8.50 p.m.	Friday	Ar. 9 a.m.	Ar. 7 p.m.	Friday
Ar. 11 a.m.	Ar. 8.50 p.m.	Saturday	Ar. 9 a.m.	Ar. 7 p.m.	Saturday
Ar. 11 a.m.	Ar. 8.50 p.m.	Sunday	Ar. 9 a.m.	Ar. 7 p.m.	Sunday

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**THORNE'S
OLD VAT**
BOTTLED AT THE SPRINGS, EUDAPSET, HUNGARY.
For continuous use by the Gouty, the
Constipated, and the Obese.
GOLD MEDAL,
St. Louis, 1904.
DOSE.—A Wineglassful in the morning
before breakfast.
[958-2]

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FOR 1909
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THE WORST COUGH
One gives relief. An increasing
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THERAPION
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is a remedy that short time after a few days
removes all discharges, suppurating infections,
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for blood poison, bad legs, spots, blotches, eczema,
pain and swelling of joints, secondary symptoms,
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THE Steamship

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Captain B. W. H. SNOW, carrying His Majesty's Mails, will be despatched from this port for Bombay, &c., on SATURDAY, the 2nd October, at Noon, sailing passengers and cargo for the above ports in connection with the Company's s.s. "MOONITA" 9521 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the s.s. "ARABIA," due in London on the 13th November, 1891.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
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A.1. A.B.C. and Engineering Code. Use
NEW DOCK NOW OPEN.
DOCK No. 3.

Extreme Length	722 feet
Length on Blocks	714 "
Width of Entrance on Top	96 1/2 "
Width of Entrance on Bottom	88 1/2 "
Water on Blocks at Spring Tide	34 1/2 "

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Length on Blocks	513 "
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Extreme Length	371 feet.
Length on Blocks	350 "
Width of Entrance on Top	66 "
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SHANGHAI KOBE & } YOKOHAMA }	"SYDNEY" Capt. Costa	On 27th Sept., P.M.
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P. DE CHAMPMORIN, AGENT,
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Between China, Japan and Europe via Canada and the United States, calling at
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12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONG-KONG to VANCOUVER
SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong:		From Quebec, or St. John, N.B.	
"EMPRESS OF INDIA" SAT., 25th Sept.	"EMPRESS OF IRELAND" Fri., 22nd Oct.		
"EMPRESS OF JAPAN" SAT., 16th Oct.	"ALLIAN LINE" FRIDAY, 12th Nov.		
"EMPRESS OF CHINA" SAT., 6th Nov.	"EMPRESS OF BRITAIN" FRI., 3rd Dec.		
"MONTREAL" SUNDAY, 21st Nov.			
"EMPRESS OF INDIA" SAT., 4th Dec.	"EMPRESS OF BRITAIN" FRI., 31st Dec.		

"Empress"
"Montreal"

Ships leave HONGKONG at 6 P.M.
 " at 12 NOON.

**THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE,
YOKOHAMA and VICTORIA, B.C. Consisting at VANCOUVER with a Special Mail
Express, and at QUEBEC with the Company's New Postal "EMPRESS" Steam-
ships, 14,500 tons register, thus providing a comfortable and speedy through route to
Europe.**

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped
with the Marconi Wireless apparatus
Hongkong to London, let Class via Canadian Atlantic Ports or New York \$71.10
Intermediate on Steamers) \$43 \$45.
and let Class Railways)

First Class rate to London includes of Meals and Berths in Sleeping Car.

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.



SPECIAL BLEND WHISKY.

SHIPPERS
Cutler, Palmer & Co., London.
AGENTS
SIEMSSSEN & CO.,
HONGKONG.

COMMON SENSE IN A NUTSHELL.
A new medical work on the causes & most scientific
& effectual means of self-cure ever discovered for
nervous & functional debility.

&c., with practical observations on marriage and full directions for removing certain disqualifications that destroy the happiness of wedded life. It also treats on urinary derangements, discharges, blood poison, secondary symptoms, stricture, &c., and no sufferer should fail to procure a copy post free in plain sealed envelope for P.O. sixpence from Mr. LAW, Medical Publisher, 58, Wesley Road, Gospel Oak, London.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINE.

FOR	STAMBERS	TO SAIL.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"LUEZOV" Capt. C. DEWIES	{ About Wedday, 22nd September.
NAPLES GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"DEFFLINGER" Capt. E. ZACHARIAE	{ Saturday, 25th Sept., at 4 P.M.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	{ Friday, 8th Oct., at 4 P.M.
YOKOHAMA & KOBE	"OOBLENZ" Capt. H. RAESINGER	{ About Saturday, 16th October.

For further Particulars, apply to

**NORDDEUTSCHER LLOYD,
MELOHRS & Co.,**

GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 11th September, 1900. [5]

THE BANK LINE. LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C., TACOMA & SEATTLE
 VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SUYERIC	6,232	S. Shotton	On 2nd Octobef.
OCEANO	4,657	F. W. Davies	On 21st Octobef.
KUMERIC	6,232	J. Mathie	On 18th November
ATYERIC	4,363	J. Boyd	On 16th December

PARCEL EXPRESS TO THE UNITED STATES & CANADA

For further information apply to
DODWELL & CO., LIMITED,
 GENERAL AGENTS,
 HONGKONG, 16th September, 1909. QUEEN'S BUILDINGS. 8

...and the fact that the *Journal* is a journal of the American Psychological Association, which is a professional organization of psychologists, is a factor that should be taken into account in the evaluation of the *Journal*'s content.

the 1990s, the number of people in the world who are under 15 years of age is expected to increase from 1.1 billion to 1.5 billion. The number of people aged 65 and over is expected to increase from 200 million to 400 million. The number of people aged 15 and over is expected to increase from 3.5 billion to 4.5 billion. The number of people aged 15 and over is expected to increase from 3.5 billion to 4.5 billion. The number of people aged 15 and over is expected to increase from 3.5 billion to 4.5 billion.

— *Journal of the American Medical Association*, 1997

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Indra*, with the German mail of the 25th August, left Singapore on Saturday, the 18th inst. at 8 a.m. and may be expected here to-day, at noon.
The *Sydney*, with the French Mail of the 27th August, left Singapore on Tuesday, the 21st inst. at 6 a.m. and may be expected here on or about Monday, the 27th inst. (This packet brings replies to letters despatched from Hongkong on the 24th July.)

FOR	PER	DATE
Swatow, Amoy and Foochow	Wednesday, 22nd, 9.00 A.M.	
Manila	Wednesday, 22nd, 1.15 P.M.	
Shanghai	Wednesday, 22nd, 8.00 P.M.	
Singapore, Penang, and Colombo	Wednesday, 22nd, 5.00 P.M.	
Singapore, Penang, and Calcutta	Thursday, 23rd, 1.00 P.M.	
Swatow, Amoy and Foochow	Thursday, 23rd, 1.00 P.M.	
Manila	Thursday, 23rd, 1.15 P.M.	
Shanghai	Thursday, 23rd, 8.00 P.M.	
Manila, Zamboanga, Port Darwin, Thursday		
Ireland, Cooktown, Cairns, Townsville,		
Island, Sydney, Hobart, Newcastle,		
New Zealand, Melbourne, Adelaide, Perth,		
Douglas and Fremantle		
Ningpo and Shanghai	Thursday, 23rd, 8.00 P.M.	
Batavia, Pakhoi and Haiphong	Friday, 24th, 8.00 A.M.	
Swatow, Amoy and Foochow	Friday, 24th, 1.00 P.M.	
Manila	Friday, 24th, 1.15 P.M.	
Shanghai, Kobe and Yokohama	Friday, 24th, 8.00 P.M.	
Manila	Friday, 24th, 9.00 P.M.	
Samarang and Sourabaya	Friday, 24th, 8.00 P.M.	
Weihaiwei, Chefoo and Tientsin	Friday, 24th, 8.00 P.M.	
Cebu and Iloilo	Friday, 24th, 8.00 P.M.	
Manila	Saturday, 25th, 10.00 A.M.	

BREAD.

WE beg to inform our Customers and the Public of Hongkong that we have thoroughly reorganized our BAKERY, and have introduced many changes, and the whole process of manufacture is under the constant supervision of a European Baker.

The Sanitary condition of the Bakery is also carefully looked after, so as to ensure the production of clean, pure and wholesome Bread.

The Best Flour is used for making various kinds of Bread, such as French, Vienna, &c., &c., and samples will be sent on application.

H. RUTTONJEE & SON.

[38]

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

September 21st.	
ON LONDON—	
Telegraphic Transfer	1/8 1/2
Bank Bills, on demand	1/8 1/2
Bank Bills, at 30 days' sight	1/9
Bank Bills, at 4 months' sight	1/9 1/2
Credit, at 4 months' sight	1/9 1/2
Documentary Bills, at 4 months' sight	1/9 1/2
ON PARIS—	
Bank Bills, on demand	219
Credit, at 4 months' sight	223
ON GERMANY—	
On demand	178
ON NEW YORK—	
Bank Bills, on demand	42 1/2
Credit, at 60 days' sight	43 1/2
ON HONGKONG—	
Telegraphic Transfer	131
Bank, on demand	131 1/2
ON CALCUTTA—	
Telegraphic Transfer	131
Bank, on demand	131 1/2
ON SHANGHAI—	
Bank, at sight	74 1/2
Private, 30 days' sight	75 1/2
ON YOKOHAMA—	
On demand—Pescos	85 1/2
ON SINGAPORE—	
On demand—Pescos	74 1/2
ON BATAVIA—	
On demand—Pescos	84 1/2
ON HAIIPHONG—	
On demand—Pescos	84 1/2
ON SAIGON—	
On demand—Pescos	84 1/2
ON BANGKOK—	
On demand—Pescos	84 1/2
SOVEREIGNS, Bank's Buying Rate	\$11.45
GOLD LAMP, 100 fine, per tael	\$59.80
BAB SILVER, per tael	23 1/2

SUBSIDIARY COINS.

	per cent.
Chinese	20 cents pieces, \$6.15 discount.
Chinese	10 " " " \$6.30
Hongkong	10 " " " \$6.70
Hongkong	10 " " " \$6.40

ORILL.

September 21st.	
Malwa New	\$1.150/180 per picul.
Malwa Old	\$1.150/120
Malwa Older	\$1.250/120
Malwa V. Old	\$1.270/120
Persian fine quality	\$1.100/140
Persian extra fine	\$1.100/150
Patna New	\$1.130 per chest.
Patna Old	\$1.090
Benares New	\$1.070
Benares Old	\$1.070

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 21st.			
Previous Day	On Date at 10 a.m.	On Date at 4 p.m.	On Date at 10 p.m.
Barometer	30.02	29.72	29.64
Thermometer	85	86	80
Humidity	78	70	89
Wind Direction	E	W	W
Force	3	1	3
Weather	0	0	0
Rain	0	0	0
State of sky	0	0	0
State of sea	0	0	0
State of air	0	0	0
State of water	0	0	0
State of land	0	0	0
State of clouds	0	0	0
State of fog	0	0	0
State of mist	0	0	0
State of rain	0	0	0
State of snow	0	0	0
State of hail	0	0	0
State of ice	0	0	0
State of wind	0	0	0
State of current	0	0	0
State of tide	0	0	0
State of moon	0	0	0
State of stars	0	0	0
State of planets	0	0	0
State of comets	0	0	0
State of meteors	0	0	0
State of aurora	0	0	0
State of magnetic	0	0	0
State of electric	0	0	0
State of atmospheric	0	0	0
State of terrestrial	0	0	0
State of celestial	0	0	0
State of universal	0	0	0

MESSRS. FALCONER & CO.'S REGISTER.

September 21st.	
Barometer 9 A.M.	29.76
Therm. (Wetbulb) 9 A.M.	78
Barometer 1 P.M.	29.70
Therm. (Wetbulb) 1 P.M.	79
Barometer 4 P.M.	29.67
Therm. (Wetbulb) 4 P.M.	80
Therm. 9 A.M.	82
Therm. Maximum	84
Therm. 1 P.M.	84
Therm. Minimum	78
Therm. 4 P.M.	84
Therm. Night	80

VESSELS EXPECTED.

THE GERMAN MAIL.
The *I.G.M.* str. *London*, carrying the German Mails with dates from Berlin of the 25th ultimo, left Singapore on the 18th instant at 8 a.m., and may be expected here to-day at noon.

THE AMERICAN MAIL.
The *P.M.* str. *Sterea* arrived at Manila on the 18th instant, and is expected to sail from there on the 21st instant p.m., and may therefore be expected at this port to-morrow.

THE AUSTRALIAN MAIL.
The *N.Y.K.* str. *Yasuda Maru* (Australian Line) left Thursday Island for this port via Manila on the 16th instant, and is expected here on the 27th inst.

THE CANADIAN MAIL.
The *C.P.R.* str. *Empress of Japan* sailed from Vancouver on the 15th instant via the usual ports of call.

MERCHANT STEAMERS.
The *N.Y.K.* str. *Kitano Maru* (European Line) left Singapore on the 17th instant, and is expected here to-day p.m.

The *G.N.* Co.'s str. *Lionel* left Shanghai on the 19th inst., and is due here to-day.

The *C. & M.* str. *Zafro* left Manila on the 20th inst., and is due here to-day at daylight.

The Danish str. *Tranquebar* left Suva on the 26th ult., and may be expected here to-morrow.

The *Shire* Line str. *Monmouthshire* left Singapore on the 17th instant, and may be expected here to-morrow.

The *Bank Line* str. *Oceano* sailed from Kobe on the 20th inst. for Hongkong via ports of call.

The *P. & O.* str. *Somali* left Singapore for this port on the 19th instant at 8.30 a.m., and is due here on the 24th instant at about 6 a.m.

The *O.S.K.* str. *Tacoma Maru* from Tacoma left Kobe, en route for Hongkong, on the 16th instant, and is expected to arrive here on or about the 25th inst.

The str. *Vine Branch* sailed from Sydney on the 10th inst., and is expected to arrive here on about the 25th inst.

The *N.Y.K.* str. *Hatake Maru* (European Line) left Kobe for this port via Moji and Shanghai on the 18th instant, and is expected here on the 27th inst.

The *N.Y.K.* str. *Kumano Maru* (Australian Line) left Yokohama for this port via Kobe, Moji and Nagasaki on the 18th instant, and is expected here on the 28th inst.

The *N.Y.K.* str. *Tokoro Maru* (Bomby Line) left Tientsin for this port via Singapore on the 14th instant, and is expected here on the 1st prox.

STEAMERS PASSED THE CANAL.
Sept. 1st—*Chazou, Lutzow, Kitano Maru, Benadir, 4th—Sydney, Wakasa Maru, 8th—Stam, 11th—Antwerp, Bloemfontein, Glenash, Glenoglan, Oopack, Palermo, Sardinia, Telamon, 16th—Bavon, Benorich, Breconshire, Jason, 18th—Atyana, Sato Maru, Goben, Tourane, Peking.*

ARRIVALS AT HOME.
Sept. 17th—*Ernest Simons, Prinz Ludwig, Segura.*

HONGKONG TIDE TABLE.
From September 22nd to 23rd, 1909.

High Water.		Low Water.	
Day	Time	Day	Time
Wed.	12.40	Thurs.	12.40
Thurs.	12.40	Fri.	12.40
Fri.	12.40	Sat.	12.40
Sat.	12.40	Sun.	12.40
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